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Distr.
LIMITED

ST/ECA/TRANS/2
11 January 1982

Original: ENGLISH

UNITED NATIONS
ECONOMIC AND SOCIAL COUNCIL

ECONOMIC COMMISSION FOR AFRICA

LC/NAIROBI

REPORT OF THE MEETING OF EXPERTS OF THE CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY AUTHORITY

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A. Organization and attendance

1. The meeting of experts of the Cairo-Gaborone Trans-East African Highway Authority was held at Addis Ababa, Ethiopia, on 16 and 17 November 1981.

2. A mini-rally had been organized by the Ethiopian authorities on 14 and 15 November 1981 to the Addis Ababa-Langano and Modjo-Nazareth highways, where participants were able to view progress on improvement works and also the state of maintenance of roads in that area.

3. The meeting was attended by representatives of Egypt, Ethiopia, the Sudan, the United Republic of Tanzania, Zambia, Zimbabwe (members) Burundi, Djibouti, the Libyan Arab Jamahiriya, Malawi, Rwanda, Swaziland, Uganda (associate members); and the Organization of African Unity (OAU).

(a) Industrialized countries

Federal Republic of Germany, France, Italy, the United Kingdom.

(b) United Nations bodies

United Nations Development Programme (UNDP), World Food Programme (WFP).

(c) Financial institutions

Arab Bank for Economic Development in Africa (BADEA).

(d) Other international/intergovernmental organizations

Commission of the European Communities (EEC), International Road Federation (IRF), Lagos-Mombasa-Trans-African Highway (TAHA).

B. Opening of the meeting

4. The meeting was opened by Professor Adebayo Adedeji, Executive Secretary of ECA. He called upon Mr. Kassa Gabre, Minister of Construction of Socialist Ethiopia and member of the Central Committee of COPWE who stated that he was pleased to welcome participants to the meeting following a change in venue from Nairobi to Addis Ababa.

5. He briefly reiterated the origins of the Transport and Communications Decade, the role of transport and general and road transport in particular in the development of Africa. He noted that African countries have reached an understanding in formulating measures and programmes for intra-African transport links and that OAU, ECA and other United Nations agencies were making valuable contributions to the choice of suitable strategies for accelerated transport development. He emphasized that more efforts were needed for the development of the African Highway Master Plan the removal of non-physical barriers hindering travel and the raising of funds for project execution.

6. He pointed out that the TEAH was of interest to 17 countries and is linked to other highways: Nouakchott Cairo, Dakar-Djibouti, Lagos-Mombasa and Lobito-Beira. He stressed the importance Ethiopia attaches to the TEAH in view that it enables physical integration and intra-African co-operation and informed the meeting of programmes and measures designed for the full utilization of the TEAH. He pointed out that the 1,721 km section of the TEAH in Ethiopia was in fairly good condition with the exception of a 217-km section (Azezo Metema).

7. The Minister informed the meeting that as a result of their unreserved commitment, Socialist Ethiopia and the Sudan have jointly requested financing of the Azezo-Metema-Gallabat-Gedarif highway from the European Economic Community and a joint technical committee for the project had been established and that similar arrangements were being made with Kenya and Djibouti to improve international road links.

8. The Minister indicated that under the current development programme, pavement of sections of the TEAH in Ethiopia would be strengthened to accommodate higher density and heavier traffic beginning in 1982, while the gravel section (Debre Marcos Azezo, 422 km) would be paved in the near future - and all of those were conditional upon availability of funds.

9. He appreciated the fact that physical improvements to the TEAH would be accompanied by harmonized customs formalities and uniform traffic regulations and indicated that, in view of the good neighbourly relations with Kenya, the Sudand and Djibouti, his country would endeavour to facilitate all frontier formalities in keeping with the principles of the OAU Charter. He emphasized the importance of the meeting and urged participants to deliberate carefully and make appropriate recommendations to the Advisory Board and/or Governing Council.

10. In conclusion, the Minister informed participants that they would have an opportunity to visit a section of the TEAH and facilities of the Ethiopian Transport Construction Authority and see the efforts his Government was making to alleviate the urgent economic problems. He thanked the ECA Executive Secretary for organizing the meeting, producing documents and for transforming the interim co-ordinating committee into a Governing Council, and commended the Ethiopian authorities for arranging a mini-rally and other support services at short notice.

11. In his statement, the ECA Executive Secretary welcomed participants to the meeting and, on behalf of ECA and the participants, expressed his gratitude to the Provisional Military Government of Socialist Ethiopia for collaborating in the organization of the meeting and the mini-rally at short notice. He also thanked representatives of industrialized countries and the international community for their continued support to the Trans-East African Highway project.

12. He said that it had been in 1976 that the Co-ordinating Committee was established and the final alignment of the TEAH had been agreed upon. The second meeting of the Co-ordinating Committe, held in Khartoum in 1978, had considered the establishment of a TEAH Authority and had, towards that end, adopted the Constitution for the Authority. Finally, during the third meeting

of the Co-ordinating Committee in Addis Ababa in December 1980, the establishment of the Authority had been approved. Member countries had made history, he said, when they immediately signed the Constitution. The purpose of the current meeting of experts was to review the work programme, budget and staffing of the Authority and make appropriate recommendations to the Governing Council. He said that the experts had a major role to play in the creation of the Authority and in charting its future course.

13. He reviewed the Plan of Action which was an important agenda item, and encompassed an indication of the work programme, job descriptions of senior officials, the four-year programme chart and organizational structure, as well as the existing legal provisions of the Authority and new proposals regarding staff and financial regulations and the rules of procedure of the Authority. Another important item, he said, was the establishment of the current status of the TEAH system which, depsite its inclusion in the work programme of the Authority, was considered particularly significant for prospective donors. Still nanother important item was the need to reroute the TEAH through Zimbabwe, a move which the Executive Secretary believed was straight-forward and logical now that Zimbabwe had attained its independence.

14. The Executive Secretary said that the establishment of the Cairo-Gaborone TEAH Authority was an historical event by itself, since Africa was the most backward region in transport development and needed such a move.

15. He reported that ECA was collaborating with the Economic Commission for Europe (ECE) in the effort to connect the transport networks of Africa, Europe and Western Asia.

16. He pointed out that good roads, freedom to travel and trade on them and the availability to road-side services were all of prime importance if the development of international travel in Africa was to be given a boost.

17. There has been sufficient discussion, he said, and that had to give way to action which had to speak louder than words and the underscored the significance of the United Nations Transport and Communications Decade in Africa, stating that success in the implementation of the trans-east programme would determine the success of the Decade. In conclusion he said that any tendency to delay the establishment of the TEAH Authority would mear retarding, the social and economic progress of Africa, postponement of the integration of the regiona and adversely affecting the Lagos Plan of Action.

18. On behalf of the OAU Secretary-General, Mr. Victor Djomatchoua Toko, Director of the OAU Economic Development and Co-operation Department welcomed participants to the meeting and briefly reiterated the purpose of the meeting.

19. He reminded participants that the Transport and Communications Decade programme of which the TEAH is a part was incorporated into the Lagos Plan of Action in April 1980 by the OAU Assembly of Heads of State and Government and that a resolution had been taken in 1978 in Khartoum to establish the Authority and secretariat of the TEAH.

20. He stressed that experience shows that subregional projects such as the TEAU do not usually attract funds from multilateral and bilateral sources and urged participants to rely on internal resources for running the Authority and carrying out the work programme of the TEAU. He suggested that the meeting should carefully evaluate the candidatures and select applicants to the senior technical posts of the TEAU so that the Authority could start functioning in 1982 and also enable a technical consultative meeting to be convened in 1982.

21. Mr. Djomatchoua emphasized the importance of transport facilitation to the smooth functioning of the system and observed that this would require the co-operation of several services at the national and subregional levels. He observed that in opting for an African Economic Community by the year 2000, the OAU Assembly of Heads of State and Government had given political mandate to the physical integration of the continent through transport facilitation measures for the objective of enhanced intra-African trade and economic co-operation.

22. He called on the meeting to advance rational proposals for solving facilitation problems and suggested that, apart from the proposed facilitation commission, national facilitation committees be established, comprised of representatives from all national agencies involved in the movement of persons and goods, and the commission should be composed of national committee representatives. He suggested that transport documents be simplified and standardized through the efforts of the Authority and that there should be collaboration between the TEAU and the Lagos-Mombasa TAU Authority, and also that measures for training and retraining of transport documentary personnel should be considered within the context of the United Nations International Convention on Multimodal Transport of goods.

23. He pointed out the importance of adequate and up-to-date information on transport activities and projects from member States to ECA, OAU and other United Nations agencies in their efforts to monitor the implementation of the Decade Programme and Lagos Plan of Action and the Final Act, and appealed to participants to ensure the availability of this information so as to enable better planning of the second phase programme of the Decade.

24. In conclusion, he challenged the experts to live up to the responsibilities entrusted them and indicated that OAU would associate itself with their recommendations as well as deligently work with them.

C. Election of officers (agenda item 2)

25. The following representatives were elected as officers of the meeting of experts.

Chairman:	Ethiopia
Vice-Chairman:	Sudan
Rapporteur:	Egypt

26. Staff of the ECA secretariat assisted with the production of the report.

D. Adoption of the agenda (agenda item 3)

27. The following agenda was adopted:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. Current status of the Trans-East African Highway and its feeders country reports
5. Review of the plan and programme of action of the Trans-East African Highway Authority
6. Other matters
7. Adoption of the report

E. Summary of proceedings

Current status of the Trans-East African Highway Authority and its feeders: Country reports (agenda item 4)

28. Country reports on progress of improvement of the Trans-East African Highway and/or its feeder links were delivered by participating member and associate member countries. Those reports have been reproduced as annex I to this report.

29. The representative of Egypt gave brief details of the Ahmed Hamdi tunnel, the first permanent fixed connexion of the Trans-East African Highway to the Asian road network.

30. The meeting adopted the country reports as presented.

Review of the Plan and Programme of Action of the Trans-East African Highway Authority (Agenda item 5)

31. A member of the ECA secretariat then introduced the Plan of Action, 1/ the main document of the meeting. The Plan of Action contained an outline of the work programme designed for the Authority (immediate and long term), and details of that work programme; followed by a programme bar chart, an organizational structure, the terms of reference of Authority officials and professionals, and budgetary estimates for four years.

32. The Plan of Action also contained two sets of legal documents: a Co-ordinating Committee resolution establishing the TEAH Authority, the approved TEAH Constitution and a headquarters agreement the Governing Council needs to sign with the host government, constitutes the first group of legal provisions, while the new draft proposals included the rules of procedure the Council may wish to establish, its financial regulations, and staff rules the Council may wish to promulgate for its secretariat.

1/ ST/ECA/TRANS/1.

(a) The work programme

33. The programme of work 2/ had been designed to be an indication of what the Authority may accomplish during the first year of its existence. It included an exercise in road invetory, primarily to determine substandard segments of the highway and its feeders, then project preparation and justification, mobilization of the necessary resources, facilitation of travel and trade along the Trans-East African system, and the establishment of various inter-State committes to assist with project development, standardization of regulations and procedures and development of road-side services and road user facilities.

34. Another member of the ECA secretariat underscored the importance of the work programme, which although by no means exhaustive at that point in time, was nevertheless considered adequate, rellistic and most practical.

35. The representative of OAU, referring to removal of non-physical barriers, reiterated the need and importance of not only establishing inter-State facilitation committees, but also committees at the national level for the purpose of ensuring freedom of access and transit on the Trans-East African Highway network.

36. The representative of the Lagos-Mombasa Trans-African Highway Authority briefly described how his Authority, which had become operational in February 1981, had attempted to carry out the inventory of their highway from one end to the other, considering the Lagos-Mombasa Highway as one entity and how they had always worked in collaboration with national engineers in the respective member countries. He also said that as soon as the Authority was established they had been able to obtain substantial bilateral and multilateral aid commitments, and that that flow of aid could also serve as a precedent in case the TEAH were established.

37. Several participants considered the work programme adequate for all practical purposes, and that should an amendment become necessary later, that would be looked into at the appropriate time. The work programme was then adopted as presented.

(b) Headquarters agreement

38. The meeting of experts reviewed the text of the Headquarters Agreement 3/ the Authority needed to sign with the host government, and approved the text as presented with the proviso that no reference was made therein to any one member country.

2/ ST/ECA/TRANS/1, annex I.

3/ ST/ECA/TRANS/1, annex VI.

(c) The revised budget

39. The experts considered the revised budget of the Authority, 4/ which had been realigned to conform with prevailing salaries and benefits of African intergovernmental institutions.

40. The meeting of experts exchanged ideas on the budget and:

(a) approved the revised budget as presented;
(b) agreed that member countries should pay 80 per cent of the budget and that associate members should contribute the remaining 20 per cent of the budget.

(d) Appointment of officials and professionals

41. In response to the letter 5/ of the Executive Secretary of ECA, which had been circulated to member and associate member countries requesting them to submit candidates for the posts of Director-General, Deputy Director-General, Technical Director, Controller, External Auditor, Legal Adviser, Transport Economist/Planner, Construction/Maintenance Engineer and Administrative Assistant, 39 applications had been received from six countries 6/.

42. The ECA secretariat therefore distributed to each delegation present in the meeting copies of exact reproduction of each application received, together with curricula vitae and any government endorsement.

43. The meeting of experts, after due deliberation, considered it appropriate to appoint a subcommittee made up of Zimbabwe (chairman), the United Republic of Tanzania, Swaziland, ECA and OAU, to screen the applications and submit a recommendation on the most suitable candidates for each post, based on qualifications and relevant experience.

44. The subcommittee was given the mandate to draw up its own criteria for selection except that, in its attempt to short-list candidates it would:

(a) delete all applicants that do not qualify; and
(b) delete all applicants that are not specifically endorsed by their respective governments.

45. The subcommittee was given until the morning of Thursday, 19 November 1981 to produce its report.

4/ ST/ECA/TRANS/1, annex III.
5/ Letter ECO 520/2/2, TCT/TAH/0335 of 20 May 1981.
6/ Egypt, the Sudan, Ethiopia, the United Republic of Tanzania, Zambia, Malawi.

46. The subcommittee charged with the responsibility of examining the qualifications of candidates for senior posts of the TEAHA prepared a short-list of most qualified candidates and presented a 6-page report 7/ in which the number of applicants was reduced to 15, as follows:

Director-General	3
Deputy Director-General	2
Financial Controller	None
External Auditor	None
Director of Technical Services	1
Legal Adviser	3
Transport Economist/Planner	2
Construction/Maintenance Engineer	2
Administrative Assistant	2

47. Three alternates had also been recommended, but there was no evidence they had government support.

48. The Chairman of the subcommittee, (Zimbabwe), in presenting his report to the resumed meeting of Experts, stated that his committee was unanimous in (i) giving due weight to actual relevant experience, (ii) its recommendation that only candidates of member/associate member countries who had fulfilled their obligations (had signed and ratified the TEAHA Constitution) would be appointed to those posts, and (iii) the apportionment of posts on the basis of qualifications and an equitable distribution to member/associate member countries who had submitted qualified candidates. TEAHA is a technical organization and not a political organization.

49. After due deliberation, and after all candidates who had been short listed had left the premises of the meeting, a proposal was made to recommend to the Governing Council candidates of the following countries as the most suitable professionals for the posts shown. Some delegations indicated their reservation to this proposal.

Post TEAHA-01 - Director-General - Ethiopian (Shifarraw Demisse)
Post TEAHA-02 - Deputy Director-General - Egypt (Ahmed Mohammed El Messery)
Post TEAHA-03 - Financial Controller - VACANT
Post TEAHA-04 - External Auditor - VACANT
Post TEAHA-05 - Director of Technical Service - Zambia (R.M. Ngoma)
Post TEAHA-06 - Legal Adviser - Sudan (Mirghani Abdalla Malik)
Post TEAHA-07 - Transport Economist/Planner - Malawi (E.A. Chimwaza)
Post TEAHA-08 - Construction/Maintenance Engineer - Burundi (Leopld Ruronona)
Post TEAHA-09 - Administrative Assistant - Tanzania (B.B.L. Kimambo)

50. The representative of the ECA secretariat reminded participants that according to the mandate given to the meeting of experts, they were only required to submit the short-list of candidates to the Governing Council, without having to actually nominate individual candidates for each post. That prerogative, he emphasized, must be left to the Governing Council alone.

7/ See annex.

51. He emphasized again that as regards the posts of Director-General and Deputy Director-General, interviews of the suitable qualified candidates would be required before their actual appointment by the Governing Council.

52. He felt that the meeting of experts was not following the normal procedure of appointing candidates. He said it was not up to the meeting of experts to appoint officials. That, he reiterated, was the prerogative of the Governing Council.

53. The representative of ECA also pointed out that, as matters stood, not all members had signed or ratified the Constitution. No budgetary provision had been made for the operation of the Authority. There is even uncertainty regarding the location of the headquarters of the Authority. All these problems have to be solved prior to any appointment.

54. The opinion of the OAU representative were identical with those of ECA.

55. The opinion of some delegations was adamant however, that their own interpretation of the mandate they had received did in fact require them to nominate individuals for each post, and to provide equitable distribution of posts among member/associate member countries that had qualified candidates.

56. At the conclusion of the deliberations, the Chairman summarized the discussion as follows:

(a) To adopt the report of the subcommittee as presented, and
(b) To recommend to the Governing Council to appoint the persons named above in paragraph 4 of this report to the posts indicated therein.

57. The meeting also instructed the appointments subcommittee to ascertain that the candidate from Burundi for the post of Construction/Maintenance Engineer was in fact qualified for the post, as his curriculum vitae, due to some communications problem, had not been received at the time.

(e) Date of official establishment of TEAHA

58. The meeting, the determining the date for the official establishment of the Authority and commencement of work, enquired whether, due to some unforeseen circumstances the Authority was unable to be installed in its approved headquarters on 1 January 1982, either ECA or OAU would provide interim office anddother facilities.

59. Both ECA and OAU representatives stated that neither organization at the time had the budget or office space to accommodate the TEAHA secretariat.

60. The meeting therefore agreed 1 July 1982 as the most appropriate date to recommend to the Governing Council, for the official establishment of TEAHA.

Other matters (agenda item 6)

61. The representative of Zimbabwe described standards in use in his country and said these were suitable, in most cases, for adoption as TEAH standards. Their design speed, axle loading, traffic signs and markings and speed limits were within international limits.

62. After exchanges of opinion on the need to make highway standards and traffic regulations consistent throughout the Trans-East African Highway system, the meeting agreed that each country also submit design practices in its own country, with the view to making them uniform.

63. The representative of Zimbabwe also described extension requirements of the Trans-East African Highway network southward.

(b) Zimbabwe membership

64. The representative of Zimbabwe described the advantages of rerouting the main Trans-East African Highway through Zimbabwe, which had not attained its independence when the Trans-East African Highway theme was conceived. He pointed out that there were important advantages to be gained by rerouting the Highway through Zimbabwe. The Zimbabwe presentation is attached to this report as annex II.

65. Participants discussed the pros and cons of the proposal, and finally unanimously agreed that the Cairo-Gaborone Trans-East African Highway should be rerouted through Zimbabwe, and, as a result Zimbabwe should be admitted to full membership of the TEAHA.

(c) Ratification of Constitution

66. The representative of Zimbabwe informed the meeting of experts that he had received a mandate from his Government to sign the Constitution of the Cairo-Gaborone Trans-East African Highway Authority.

67. He also confirmed that his Government had already started the process of ratification of the Constitution.

68. The representative of Zimbabwe then informed the meeting that due to critical shortage of trained manpower, it had no intention of submitting any candidates for TEAHA posts.

(d) Communication from the Government of Kenya

69. The ECA secretariat informed the meeting that a communication had been received from Kenya to the effect that no delegation would be sent to attend the Inaugural Meeting in Addis Ababa, and that Kenya would in fact recommend that consideration be given to the merger of the TEAHA (Cairo-Gaborone Trans-East African Highway Authority) with the TAHA (Lagos-Mombasa Trans-African Highway Authority). Kenya would clarify its position at the planned meeting of the Governing Council of the TAHA scheduled to be held at Bangui on 14 and 15 December 1981.

70. The ECA secretariat was requested by the meeting to seek further clarification from Kenya, and to ascertain whether the message received r from the Government of Kenya meant that Kenya was in fact withdrawing its offer to host the TEAHA headquarters.

71. The representative of Kenya stated that further communication had been received from his country to the effect that Kenya proposed the merger of the TEAHA and TAHA for various economic and logistic reasons. The full text of the message was as follows:

> "Kenya advocates combining TAHA and TEAHA under single organizational structure because:
>
> (1) Objectives of TAHA and TEAHA are identifical and complementary;
> (2) Limited financial and human resources favour pooling efforts under one roof to handle co-ordinating roles of TAHA and TEAHA;
> (3) Most TAHA member States have failed to honour commitments towards operating budget of Bangui based TAHA. Single organization will create less financial burden;
> (4) Single authority will lead to increased membership of full members and associate members with resultant benefits in reduced annual financial contribution by each State;
> (5) In accordance with article 20 of TEAHA constitution two thirds of member Governments must ratify it, so far only 4 out of 8 have endorsed constitution. Kenya Government has not effected instrument of ratification and has right to take stand which serves its best interests. Finally Kenya Government recommends to ECA postponement of TEAHA Government Council Inaugural Meeting and refer matter to TEAHA Co-ordinating Committee to review the matter. This information already conveyed to ECA Transport Adviser and Tchouta Moussa separately by phone."

72. The meeting felt that this new development in no way altered the understanding that Nairobi was still the approved headquarters of the TEAHA, and that the merger proposal should be entertained at the appropriate place and time.

73. The representative of Kenya confirmed that he had no instructions to confirm that Kenya's offer to host the TEAHA in Nairobi had been withdrawn, that he would immediately get in touch with his Government on the matter in any case; but that unless and until they were advised to the contrary, the meeting should proceed on the assumption that Kenya is still the host country of the TEAHA.

Adoption of the report (agenda item 7)

74. At the closing session, the meeting of experts adopted its report as presented.

REPORT OF THE SUBCOMMITTEE ON APPOINTMENT OF OFFICIALS AND PROFESSIONALS

1. The subcommittee on appointments held its first session in Committee Room No. 13 at ECA headquarters on 18 November 1981 at 10:30 a.m.

2. The following persons were present:

Chairman: Mr. Mariyo M. Nzuwah, Zimbabwe
Members: Mr. D.J.M. Kapya, Tanzania
Mr. P.E.B. Mulinde, Swaziland
Mr. John M. Foday, OAU
Mr. Tchouta Moussa, ECA

3. The Committee established the following criteria in its preliminary short-listing exercices:

(a) Candidates must be nationals of a member or an associate member country;

(b) Candidates must have been supported by their respective countries;

(c) Candidates must generally meet the criteria of Annex II of the Plan of Action (ST/ECA/TRANS/1);

(d) Candidates must qualify for the posts applied for;

(e) Candidates for the high-level posts of Director-General and Deputy Director-General will have to be interviewed by a select panel before confirmation.

4. The subcommittee further decided to accept Government supplied documentary evidence and testimonials without the necessity of independent verification.

5. The subcommittee also ruled that, pursuant to ECA letter, ECC 520/2/3, TCT/TAH/0335 dated 20 May 1981 announcing TEAH vacancies, only one candidate per post should be considered from each member country.

6. Associate member country applications would be considered eligible except for the posts of Director-General and Deputy Director-General.

7. By a process of elimination therefore (using the above criteria), the subcommittee determined the initial list of candidates as follows (except for Malawi candidates, where no country representative was immediately available for reference).

01	Director-General	1.	Abdel Gawad Baghat	Egypt
		2.	Shifarraw Demisse	Ethiopia
		3.	Abdu Mohammed Abdu	Sudan
02	Deputy Director-General	4.	Ahmed Mohammed El-Hessery	Egypt
		5.	El Mahdi Abdel Rahman El Sheihk	Sudan
		6.	Ignatius Gabriel Mwanambale	Zambia
03	Financial Controller		No eligible candidate 1/	
04	Internal Auditor		No applications received 2/	
05	Director of Technical Services	7.	R.M. Ngoma	Zambia
06	Legal Adviser	8.	Mirghani Abdella Malik	Sudan
		9.	Mumba Sinyth Kapumpa	Zambia
	either	10	G.M. Ntaba	Malawi
	or	11.	W.M. Hanjahanja	Malawi
	or	12.	B.M.K. Kapeta	Malawi
	or	13.	J.M. Chirwa	Malawi
	or	14.	R.M. Msisha	Malawi
	or	15.	T.C. Nyirenda	Malawi
07	Transport Economist/ Planner	16.	Mokhtar Mostafa Hassan	Egypt
	either	17.	P.M.C. Ligoya	Malawi
	or	18.	A.L. Shawa	Malawi
	or	19.	E.A. Chimwaza	Malawi
08	Construction/ Maintenance Engineer	20.	Adol Hassan Madkour	Egypt
09	Administrative Assistant	21.	B.B.L. Kimamba	Tanzania
	either	22.	A.M.B. Muthemba	Malawi
	or	23.	D.Z. Mkandawire	Malawi
	or	24.	M.C.C. Khunga	Malawi

8. (a) The Egyptian delegation had agreed to withdraw the candidatures of:

(i) Mohammed Ahmed Owais (Director-General)
(ii) Ahmed Eisawi Saleh (Deputy Director-General)
(iii) Mostafa Attia Mahgoab (Construction/Maintenance Engineer)

(b) All other candidates that had to be eliminated were due to lack of evidence of support from their respective government.

1/ Two applicants, from Tanzania, and Ethiopia were not endorsed by Government.

2/ This is not a permanent post (2 months/year).

The subcommittee resumed the afternoon session, and, after due deliberations, established the final short-list for presentation to the Experts Committee, as follows:

TEAHA-01	- Director-General	- Abdel Gawad Baghat	Egypt
		- Shifarraw Demisse	Ethiopia
		- Abdu Mohammed Abdu	Sudan
TEAHA-02	- Deputy Director-General	- Ahmed Mohammed El Messery	Egypt
		- El Mahdi Abdel Rahman El Sheikh	Sudan

TEAHA-03 - Financial Controller:

Note 1: The subcommittee considered the two applications for this post, namely

(1) Ayalew Mekonnen - (Ethiopia) and
(2) L.Z. Mosha (Tanzania) qualified to merit short-listing but has found no evidence of government endorsement of their application.

TEAHA-04 - External Auditor:

Note 2: The subcommittee recommends that the services of the external auditor be obtained by the Director-General every year in consultation with the Chairman of the Governing Council, rather than attempt to appoint one at this time.

TEAHA-05	- Director of Technical Service	- R.M. Ngoma	- Zambia
TEAHA-06	- Legal Adviser	- Mirghani Abdalla Malik	- Sudan
		- Mumba Smyth Kapumba	- Zambia
		- R.M. Msisha	- Malawi
TEAHA-07	- Transport Economist/ Planner	- Mokhtar Mostafa Hassan	- Egypt
		- E.A. Chimwaza -	Malawi
TEAHA-08	- Construction/ Maintenance Engineer	- Adel Hassan Madkour	- Egypt
		- (Tesfaye Asfaw - Ethiopia)	

Note 3: The subcommittee identified, in addition to Adel Hassan Madkour of Egypt, Tesfaye Asfaw of Ethiopia, equally well qualified for the post Construction/ Maintenance Engineer. Notwithstanding the mandate to consider only candidates sponsored by their respective governments, and in the interest of efficient functioning of the Authority, the subcommittee recommends consideration of this candidate also, subject to Government endorsement.

TEAHA-09 - Administrative Assistant - B.B.L. Kimamba - Tanzania
- A.M.B. Kuthemba - Malawi

The terms of reference of officials and professionals require that candidates for posts 01 and 02 be nationals of member States and that those for posts 03 to 09 be nationals of member or associate member States. The subcommittee therefore recommends that before any candidates are appointed, the Authority must ensure that all such candidates are nationals of states which have fulfilled all the requirements of membership or associate membership in terms of the constitution.

Finally, the subcommittee is unanimous in its conviction that, in order to foster the feeling of full and active participation by all member and associate member States appointments should be made on the basis of distributing the administrative and professional responsibility and deligations as widee as possible, preferably to all members. This way, the subcommittee believes, all members or associate members will feel that they have a stake in the success and future of the authority.

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A. EGYPT

Summary

Since the report presented by Egypt at the last meeting held at Addis Ababa between 16 and 20 December 1980, much progress had been achieved in the current status of the Trans-East African Highway in Egypt. This concerned not only the main road and its feeders, but also high attention was paid to its extension and connexion to other trans-African highways and to Asia and Europe.

Upgrading the present two-lane desert road between Cairo and Alexandria to high capacity double carriageway is under way. This road will ensure a high level and free flow of traffic between the Trans-East African Highway and the "Cairo-Nouakchott Highway", crossing coastal African countries along the Mediterranean Sea.

In addition, construction of the Ahmed Hamdy tunnel under the Suez Canal is now completed to ensure non-stop access from the Trans-East African Highway to the Asian and the European networks. The details of the current status are given in the following tables:

2. Current status

(a) THE ROAD ALONG THE RIVER NILE

Section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
Cairo-Elmarazik	23	-	-	23	Divided with double carriageways; 7.5 m width for each direction; paved.
Elmarazik-Elayat	30	-	-	30	Two lanes, 7.5 m wide; paved. Upgrading it to a divided road with double carriageway, 7.5 m width for each direction is underway.
Elayat-Aswan-High Dam*	997	-	-	907	Two lanes, 7.5 m wide; paved.
High Dam-Km 150*	150	-	-	150	Two lanes, 7.5 m wide; construction to be completed end 1981- on schedule.
Km 150 - Abu Sumple*	70	-	-	70	Detailed study completed,, had been tendered now, under construction. Two lanes, 7.5 m wide; paved. To be completed end 1983.
Abu Sumple - Wadi Halfa*	-	-	100	100	Earth; preliminary study completed, detailed study underways; construction will start after the execution of the above sectors.
Total Length				1280	

N.B. * Doubling the carriageway is carried on stages, whenever the traffic counts show its necessity.

(b) THE COASTAL ROAD ALONG THE RED SEA

Section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
Cairo-Suez	134	-	-	134	Divided with double carriageways, 7.5 m for each direction; paved.
Suez-Zafarana	106	-	-	106	Two lanes, 6.0 m wide; paved. Widening to 7.5 m and resurfacing is under way to be completed end 1983.
Zafarana-Ras Gareb	119	-	-	119	Two lanes, 6.0 m wide; paved. Under study for widening to 715 m and resurfacing.
Ras Gareb-Ghardaka	146	-	-	146	Two lanes, 6.9 m wide; paved. Widening to 7.5m and resurfacing is under way to be completed end 1982.
Ghardaka-Bernice	432	-	-	432	Two lanes, 6.9 m wide; paved. Under study for widening to 7.5 m and resurfacing.
Bernic-Sudan border	-		250	250	Earth, under study for construction.
Total Length				1187	

(c) FEEDERS TO THE TRANS-EAST AFRICAN HIGHWAY

Section Section	Road surface condition (km) Total	All Weather	Dry Weather	Remarks Remarks
Alexandria-Cairo Desert road				Bitumen, 2 lanes, 7.5 m wide; paved. Now under construction for upgrading to double carriageway 7.5 m wide for each direction, will be completed end 1982. Sufficient right of way was reserved for further widening. A high capacity feeder connecting TEAH to Cairo-Nouakchott Highway.
Cairo-Suzez Desert road	130	130		Bitumen, divided, with double carriageways, 7.5 m each paved.
Ahmed Hamdy Tunnel (at Suez)				Under Suez Canal, concrete. Two lanes, 7.5 m wide, 1640 m long; completed. An access to Asian and European network.
Cario-Ismailia	120	120		Bitumen, divided with double carriageways, 7.5 m each; paved.
Zafarana-Kurimat	250	250		Bitumen, two lanes, 7.5 m width, paved.
Safagaquena	160	160		Bitumen, two lanes, 7.5 m width, paved.
El Kosseri-Quft	145	145		Bitumen, two lanes, 7 m width, paved.
Edfu-Marsa Alam	225	225		Bitumen, two lanes, 7 m width, paved.
Aswan-Bernice	250	-	250	Earth; under study, to be paved.

B. THE SUDAN

Summary

In view of the vital importance of the network of highways, the Sudan was paying considerable attention to the Trans-East African Highway. Strenous efforts were being made and all available resources were being utilized to materialize the Highway within the Sudan.

The current status of the Highway in the Sudan is as follows:

2. Current status

(a) MAIN HIGHWAY

	Road surface condition (km) Bitumen	Gravel	Earth	Total	
Wadi Halfa-Dongola	-	-	400	400	Engineering design completed; finance for construction to be sought.
Dongola-Khartoum	-	-	547	547	Prefeasibility study will started soon.
Khartoum-Wad Medani	187	-	-	187	
Wad Medani-Gadaref	227	-	-	127	
Metema (Ethiopia border)	-	-	155	155	Engineering design completed; finance for construction to be sought and EEC approached jointly by the Sudan and Ethiopia.

(b) FEEDER ROAD TO THE RED SEA

Sudan border to Bernice in Egypt	-	-	190	190	
Port Sudan-Egypt border	-	-	450	450	
Port Sudan-Hiya	204	-	-	204	
Hiya-Kassala	350	-	-	350	
Kassala-Gedaref	220	-	-	220	
Gadref-Galabat/Metema Ethiopia	-	-	155	155	

(c) FEEDER ROAD TO CHAD

	Road surface condition (km) Bitumen	Gravel	Earth	Total	
Wad Medani-Sennar-Kosti	217	-	-	217	Under construction 80 per cent complete; to be completed by March 1982
Kosti-Um Ruaka	-	-	150	150	To be completed by March 1982
Um Ruaba-El Obied	-	-	164	164	Retailed engineering to be completed by August 1982 included in first phase of Decade programme
El Obied-El Nuhud	-	-	225	225	Suggested for feasibility to the Arab Fund.
El Nuhud-El Fasher	-	-	270	270	
El Fasher-Nyala	-	-	194	194	Construction of first phase as gravel road underway.
Nyala-Kas Zalingie	80	60	70	210	Under construction as asphast road for the total length; expected to be completed by 1983.
Zalingie-Genina-Adrie to Chad border	-	-	252	252	Included in Decade programme.

C. ETHIOPIA

1. Current status

(a) MAIN HIGHWAY SUMMARY

Section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
Metema-Azezo	-	55	162	217	
Azezo-Dejen	81	415	-	496	
Dejen-Addis Ababa	233	-	-	233	
Addis Ababa-Mojjo	72	-	-	72	
Mojjo-Awassa	204	-	-	204	
Awassa-Dilla	81	-	-	81	
Dilla-Yabello	208	-	-	208	
Yabello-Moyale	210	-	-	210	
Total Ethiopia	1089	470	162	1721	

(b) WORK PROGRAMME

Country and Section	Length (km)	Existing surface	1981	1982	1983	1984	1985
Metema-Azezo	217	E/G	F	-	CG	CG	CG
Azezo-Debre Markos	422	G	F	F	D	D	
Debre Markos-Dejen	81	B	M	M	M	M	M
Dejen-Addis Ababa	236	B	M	M	M	F	F
Addis Ababa-Awassa	276	B	AO	AO	AO	AO	M
Awassa-Dilla	81	B	M	M	M	M	M
Dilla-Moyale	418	B	M	M	M	M	AO
	1721						

Existing surface condition

E = Earth (dry weather); G = Gravel; B = Bitumen

Next phase

F = Feasibility study; D = Engineering design; CG = Construction gravel standard; M = Maintenance; AO = Asphalt overlay

D. ZAMBIA

Summary

Zambia, being a land-locked country, is dependent upon transit by road and rail through other countries for access to the sea.

One of its most important highway routes giving this access, is the T1 and T2 international main road linking Botswana and the United Republic of Tanzania from Kazungula to Nakonde respectively, a distance of 1,548 km.

The bitumen surfacing and upgrading of this route to a Class IC standard (6.1 m surfaced carriageway width) was started in the early 1950s with the Livingstone-Lusaka-Kapiri Mposhi sections which were completed by 1964.

It was during the end of this period that the emergency transportation of copper and fuel was necessary when Southern Rhodesia became an illegal regime and large volume of traffic used the gravel road between Nakonde and Kapiri Mposhi, from where access to the Copperbelt and Lusaka was obtained.

During the rainy season transportation of goods became extremely hazardous and costly and in 1966 a four-year programme was embarked upon to upgrade and bitumenize the length of road between the Tanzania border and Kapir Mposhi, a distance of 809 km.

This project was divided into five contracts and all were completed by 1970. The remaining gravel section of this highway between Livingstone and Kazungula on the Botswana/Zambia border was tarred by 1971.

There remains a 40 km length of strip tar (narrow mat) between Livingstone and Zimba, for which tenders have been obtained and it is hoped that construction will commence shortly to upgrade the road to Class IB standard.

Funds for maintaining this 1,548 km highway have not been adequate during the last 10 years and although some reconstruction and cycle maintenance has been carried out during this period, it has proved to be insufficient to prevent a rapidly increasing deterioration of the road pavement.

A recent pavement survey of this route has been completed by the Roads Department which has indicated three main remedial needs. These are:

(i) Reconstruction,
(ii) Strengthening by a 40 mm premix overlay, and
(iii) Surface protection by means of chip and spray measures.

It is estimated that the total cost of these works would amount to Kwacha 92.9 millions a large sum but unless this commitment is accepted, large capital investments will gradually be lost, with every rainy season taking its toll, and with serious consequences to the travelling public and economic growth.

Another matter which effects road maintenance is that of maximum permitted axle loading weight restriction. Differences in these between neighbouring countries may cause problems in the movement of international traffic.

It was with this in view that discussions have been and are taking place between Governments in southern Africa to adopt common axle loadings. The results have been extremely satisfactory and common weight restrictions should be possible among these countries in the very near future.

It is at this point that the exercise needs to be enlarged to accommodate all users of the Trans-East African Highway.

Other barriers which may be usefully discussed in offering facilities to would-be Trans-East African Highway users are traffic, vehicles and highway regulations. Road design standards, traffic signs; customs and foreign trade regulations; immigration, and operation of border posts.

With appropriate funding and close co-operation between user countries the Trans-East African Highway passing through Zambia can offer an efficient and pleasant journey to the long-distance travellers.

E. ZIMBABWE

Summary

Like Zambia, Zimbabwe is also a land-locked country; the Cairo-Gaborone Highway and its feeder roads are therefore of immense importance to Zimbabwe.

Some 2,968 km of Zimbabwe's existing road system has been included in the Trans-East African Highway network. The Zimbabwean roads included in the network are:

(a) The Chirundu-Salisbury-Umtali road which forms part of the important Lusaka to Beira road;

(b) The Salisbury-Bulawayo road;

(c) The Bulawayo-Beitbridge road;

(d) The Bulawayo-Fort Victoria-Umtali road which is a part of the shortest route between Botswana and the port of Beira in Mozambique;

(e) The Salisbury-Nyanapanda road which is a major link between northern Mozambique and Malawi and the southern section of the Trans-East African Highway;

(f) The Livingstone-Bulawayo-Plumtree route ro Francistown.

The last-mentioned forms part of the proposed re-routing between Livingstone Francistown.

Of the 2,968 km referred to, 2,864 km are two-lane bituminous roads which satisfy all the engineering standards proposed by the Authority. The remaining 104 km are made up of a 95-km section of single-lane surfaced road on the Fort Victoria-Birchenough bridge section of the Bulawayo-Fort Victoria-Umtali road and a 9-km section of engineered gravel road on Plumtree-Botswana border section of the route between Francistown and Bulawayo. Reconstruction and upgrading, to a full two-lane surfaced facility, of the 95 km of single-lane surfaced road is programmed to start towards the end of 1982, that of the 9 km of gravel road to a similar standard is scheduled for completion by December 1984 to coincide with the completion of the Botswana section of the Francistown-Bulawayo road.

In addition to the foregoing, Zimbabwe has embarked on a programme of rehabilitation on sections of its international road network which have exceeded their economic life and are approaching a state which will be unacceptable to the international travelling public. Rehabilitation projects on roads included in the Trans-East African Highway system are:

(i) The reconstruction near Chirundu of several short sections, amounting to 12 km of the Chirundu-Salisbury road, which have failed as a result of the collapse of sodic soils which were inadverently used in the original construction of embankments. This project, which is due to start in mid 1982, should be completed by the middle of 1983.

(ii) The reconstruction near Salisbury of 9 km of the Salisbury-Umtali road. This project which has already started, is due for completion in mid-1982.

(iii) The reconstruction near Salisbury of 27 km of the Chirundu-Salisbury road. This project, which includes the construction of a grade separated road/rail crossing, is due to start in 1984.

(iv) The reconstruction near Beitbridge of 24 km of the Bulawayo-Beitbridge road which was constructed over expansive soils and is now failing. This project which has already started is due for completion in mid-1983.

The Government of Zimbabwe, being aware of the need to provide safer roads, has also embarked on a programme to provide grade separated road/rail crossings at all road/rail crossings on the Salisbury-Bulawayo road. Progress on some of the structures on this programme is at an advanced stage and all work on this programme should be completed by 1983.

Zimbabwe is pursuing a course of action aimed at having all these roads within Zimbabwe, which have been included in the Trans-East African Highway system, constructed to a standard which meets the highest standards envisaged by the Authority.

It was noted that the proposal for the Cairo-Gaborone Trans-East African Highway was first conceived before Zimbabwe attained independence and therefore it was logical that the proposed highway be located on a by-pass of Zimbabwe. Now all of Africa happily celebrates the freedom and independence of Zimbabwe and for its part, Zimbabwe was anxious and fully prepared to make a maximum contribution to the development of the continent, in particular to regional projects such as the Cairo-Gaborone Trans-East African Highway.

Zimbabwe considered it of utmost importance and in the interest of all members of the Authority that a re-examination of the current route of the TEAH be made in view of changed geo-political situation in Southern Africa.

1. In engineering terms there are substantial advantages to be gained by selecting a route through Zimbabwer via Chirundu and Salisbury.

(a) The route traverses a well developed agricultura, industrial, commercial and mining area of Southern Africa with high tourist appeal.

(b) The roads are already constructed to the engineering standards selected for the Trans-East African Highway.

(c) A bridge exists over the Zambezi River at Chirundu.

2. However, cognizant of the fact that a programme already exists, with complete highways and bridges through Livingston, Zambia to Zimbabwe, Zimbabwe requested members of the Authority to consider and approve the diversion of the route via Livingstone across the Victoria Falls Bridge through the mining and industrial centres of Wankie to Bulawayo and then via Plumtree to Francistown, Botswana and on-ward to Gaborone. This route is considered essential for the following reasons:

(a) An existing bridge over the Zambezi River at Victoria Falls;

(b) The roads have been constructed to Trans-East African Highway standards;

(c) The route has high tourist appeal including the Victoria Falls and the Wankie National Game Park;

(d) Bulawayo is the second most developed city in Zimbabwe with large industrial and commercial investment.

PROPOSAL FOR RE-ROUTING OF THE TRANS EAST AFRICAN HIGHWAY SUBMITTED BY THE GOVERNMENT OF THE REPUBLIC OF ZIMBABWE

The CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY was first conceived before Zimbabwe attained independence and there was therefore no alternative but to by-pass Zimbabwe. The situation has since changed. Zimbabwe is now independent, and as a member of the Organization of African Unity participates in all relevant ECA programmes, including the Transport and Communications Decade and the Trans-East African Highway. The location of the Highway and its feeder routes should, therefore, be re-examined to take full advantage of facilities available in Zimbabwe.

THE MAIN TRANS-EAST AFRICAN HIGHWAY

The current proposal for the Livingstone (Zambia) to Francistown (Botswana) section of the Highway is via Kazungula. This section, which is about 550 km long, requires a major crossing of the Zambezi River at Kazungula together with some 300 km of roadworks. The Government of Botswana has indicated that funding for the roadworks is assured and that reconstruction of the 300 km of road to a 2-lane bituminous standard has started, the completion of the necessary roadworks is therefore assured. However, the same cannot be said to the Kazungula Bridge, since a feasibility study which according to SADCC, should include an examination of all possible and existing alternatives, is still required. There is, therefore, no assurance that the necessary funding, estimated at $US 20 to 25 million, for the construction of a bridge at Kazungula will be forthcoming.

Zimbabwe therefore proposes that this section of the Trans-East African Highway, be re-routed through Bulawayo, to take advantage of the existing Victoria Falls bridge over the Zambezi and thereby avoid any uncertainty as to the future of the Highway. A further advantage of a route through Bulawayo is the fact that, as one of the major industrial and commercial centres within the SADCC region, Bulawayo will generate a not inconsiderable proportion of the traffic using the Trans-East African Highway system.

The Livingstone-Bulawayo-Francistown road is 650 km long. The Livingstone-Bulawayo-Plumtree section, which is 548 km long, is a 2-lane bituminous road which satisfies all the engineering standards proposed for the Trans-East African Highway Authority. The remaining 92 km (Plumtree to Francistown) is a gravel road, which is being upgraded to a 2-lane bituminous road satisfying the standards referred to. The Government of Botswana has indicated that the reconstruction of their section of the Plumtree-Francistown road has already started and will be completed by August 1983. Zimbabwe has undertaken to reconstruct its section by that date.

FEEDER ROADS

Assuming that the proposal to re-route the main highway is accepted, feeder roads linking north-eastern Botswana to the Highway will probably be required. The following alternatives are suggested:

(a) The victoria Falls-Kazungula road, the Zimbabwe section of this road is a 70 km long 2-lane bituminous surfaced road.

(b) The Matetsi-Pandamatenga road, the portion within Zimbabwe is a 65 km long engineered gravel road. Reconstruction of this road, to a 2-lane bituminous standard, is an SADCC project and has been included in Zimbabwe's development programme.

Zimbabwe further proposes that in addition to the suggested feeder roads referred to above and those agreed to at the third meeting of the Co-ordinating Committee, the following should be included as feeder roads:

(a) The Bulawayo-Fort Victoria-Umtali road, which provides the most direct route for traffic travelling between Botswana and Beira.

(b) The Bulawayo-Chicualacuala-Maputo road, which will provde the most direct link between the Trans-East African Highway and Maputo.

In addition Zimbabwe requested that the Authority examine possible links between the Namibian road system and the Trans-East African Highway.

BOTSWANA: IMPROVEMENT OF THE BOTSWANA - ZAMBIA ROAD, SECTION NATA - KAZUNGULA

1. Identification and Summary

Origin of the project:	Submitted by the Government of Botswana
Project authority:	Ministry of Works and Communications
Priority class:	1: Rehabilitation/Upgrading
Nature of the project:	Upgrading to two-lane bitumen standard, partly realignment of the road Nata - Kazungula, 300 km
Cost of the project:	Total $US 30.4 million
Financing required:	Financing from EDF and USAID covers $US19.8 million. Financing discussed for $US6.9 million. Domestic development funds cover $US1.4 million. Gap: $US2.3 million
Implementation period:	Two years
Start:	The contract works are in progress

2. Description of the project

The Nata-Kazungula road is part of the Trans-East African Highway. It carries transport and traffic through Botswana to Zambia and other countries to the north. Besides it serves the development of the north-eastern parts of Botswana.

The existing road is of gravel standard with good alignment. It shall be improved by surfacing to 6.0 m width and 0.7 m shoulders.

3. Current status

The contract has been awarded to an Italian contractor who is established on the site and in progress with the works.

The main part of the financing is secured or in progress. Further financing will not be required.

BOTSWANA/ZAMBIA: KAZUNGULA BRIDGE - STUDY

1. Identification and summary

Origin of the project:	Submitted by the Government of Zambia, supported by the Government of Botswana
Project authorities:	Zambia: Ministry of Power, Transport and Communications Botswana: Ministry of Works and Communications
Priority class:	4: Study
Nature of the project:	To study the feasibility of a new bridge across the Zambezi River at Kazungula connecting Botswana and Zambia and replacing the existing ferry service
Cost of the project:	In the magnitude of $US20-25 million. Feasibility study $US0.5 million
Foreign currency part:	Construction 60-70 per cent Study 90 per cent
Duration:	Study: 8 months
Desirable start:	1982

2. Description of the project

Four countries are connected at one point in the middle of Zambezi River. Crossing the river at this point offers the only direct connection between Botswana and Zambia and the connexion is in daylight served by a ferry link.

This river crossing is part of the Trans-East African Highway.

The aim is to replace the ferry service by a bridge which is more reliable and can offer a 24-hour connexion.

Very little information is available on the condition of the site. The river is about 450 m wide. The shores are partly swampy. There is probably no river traffic which should require a high-level bridge. Botswana has discussed the construction of a single-lane pontoon bridge.

Zambia has raised the question that the bridge should be designed also for a railway link connecting Zambia with the studied Trans-Kalahari Railway and with Walvis Bay.

3. Progress during the last year (1981)

The SATCC has commissioned its Technical Units to prepare terms of reference for the feasibility study; SATCC will approach UNDP for the financing of this study.

As stated in a joint communique released after the first meeting of the Botswana-Zambia Joint Permanent Commission of Co-operation, which meeting took place in Livingstone in August 1981, the two Governments have agreed to construct a bridge at Kazungula.

4. Current Status

The terms of reference will be finalized in mid-September 1981. They are sketched to include the following items:

(a) General study of the transport and traffic demand including forecasts. The study should include Zambia and Botswana and the nearby parts of Zimbabwe and Namibia. It should also consider other existing road and railway connexions upstream and downstream the Zambezi River;

(b) General study of the road network and the possibility of a railway link;

(c) Preliminary field investigations and investigation of legal aspects, possible river traffic and so on;

(d) Preliminary study of bridge design to various standards;

(e) Aspects on responsible organization for operation and maintenance;

(f) Cost-benefit analysis; and

(g) Recommendations.

5. Future activities

Financing has to be secured before the inviting of the tenders from consultants.

ZIMBABWE: UPGRADING THE ROAD PLUMTREE - BOTSWANA BORDER

1. Identification and summary

Origin of the project:	Submitted by the Government of Zimbabwe
Project authority:	Ministry of Roads and Road Traffic, Posts and Telecommunications
Priority class:	1: Rehabilitation/Upgrading
Nature of the project:	To upgrade to bituminized standard and partly realign the 9.4 km road section between Plumtree and the Botswana border
Cost of the project:	$US 2.4 million
Foreign currency part:	50 per cent
Duration:	One year
Desirable start:	1982

2. Description of the project

The aim is to connect the Zimbabwe major road network with that of Botswana. The corresponding road section in Botswana between Francistown and the border will be constructed with financing by the IBRD.

The existing road consists of 2.7 km of very old tar road, 5.5 m wide, and 6.7 km of gravel road with very poor horizontal and vertical alignment. The road will be upgraded and realigned to a two-lane bitumen road designed to the main road standards of Zimbabwe.

3. Progress during the last year (1981)

The contract for the construction of the Francistown Plumtree road in Botswana will be signed in September 1981 and the works completed in August 1983. This stresses the urgency of the road section within Zimbabwe.

The border post is passed by an average of 50-55 vehicle per day, of which five are heavy vehicles.

4. Current status

Detailed design drawings are finished. Tender documents can be prepared within a few weeks after decision on implementation. The project is included in the three-year programme for road construction in Zimbabwe, but domestic funds are not available.

5. Future activities

Financing of the project is required.

Standardization proposal 1/

Details on Zimbabwe's current standards, re most items on the check list, are contained in "Zimbabwe Road Infrastructure" which was prepared for the International Economic Traffic, Posts and Telecommunications.

1. Speed limits

Zimbabwe's speed limit regulations are determined by road standards, traffic safety considerations and fuel consumption considerations. Zimbabwe's speed limits are:

	2 lane bituminous roads km/h	Other roads km/h
(a) Heavy vehicles whether drawing a trailer or not and buses	80	60
(b) Vehicles drawing more than 1 trailer	60	60
(c) Urban limit (all vehicles)	60	60

Since Zimbabwe's speed limits are based on conditions within the country a reduction would not be in its interests.

2. Definitions

Zimbabwe's definition of light and heavy vehicles, attempts to differentiate between the private passenger type vehicles and light load carriers on the one hand and heavy load carriers on the other. Definitions are:

(a) light vehicles - a nett mass of up to 2 300 kg or a seating capacity for less than 7 passengers.

(b) heavy vehicles - a nett mass greater than 2 300 kg.

(c) omnibuses - a nett mass greater than 2 300 kg and seating capacity for 8 or more passengers.

Since the definition of a heavy vehicle features prominently in the determination of vehicle classes for tax purposes, any alteration to these definitions would necessitate a re-structuring of the basis of vehicle taxation. Zimbabwe's

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1/ Document E/CN.14/TRANS/159 Annex II headed "Facilitation Check List" refers.

legislation on the licensing of drivers also differentiates between the various vehicle classes since the levels of skill required for say light vehicle and heavy vehicle drivers are quite different. A change of the definitions proposed would necessitate a restructuring of the basis of vehicle taxation and licensing of drivers, both of which would be major exercises which are unlikely to be justified by the end result, especially since any visitor holding a foreign drivers licence is permitted to drive vehicles complying with those specified on his/her licence, even if the vehicle does not comply with Zimbabwe's definitions.

3. Right of way

The proposal that vehicles approaching a roundabout, yield to vehicles already on the roundabout is in accord with Zimbabwe's rule and is therefore acceptable. However, there is a need for rules governing behaviour at:

(i) uncontrolled intersections, and

(ii) for traffic turning right or left at intersections where the turning vehicles themselves are not governed by traffic control measures.

Zimbabwe's rules for these situations are, in the case of (i) "give precedence to vehicles approaching from the road on the right", and in the case of (ii) "do not turn in the face of oncoming traffic".

It is suggested that these rules be adopted except that in the case of (i), in countries where the "keep right" rule applies precedence would be given to traffic approaching from the left.

4. Size and weight

The SADCC nations, of which three are members and four are associate members of TEAM, reached agreement on all items under this heading at a meeting held in Lusaka on 18 and 19 December 1980. The standards agreed to at that meeting are those which apply in Zimbabwe.

(a) Maximum load

Zimbabwe's axle-loading regulations are based on a maximum equivalent single wheel mass of 3,850 kg which is the equivalent single wheel mass of the AASHO 80 KN equivalent single axle design used in Zimbabwe. Zimbabwe's axle-load limits are:

(i) axle fitted with less than 4 road wheels 7,700 kg

(ii) axles fitted with 4 or more road wheels 8,200 kg

In addition, the load permitted on any group of axles is limited by the spacing between the axles, to avoid overloading of structures. This limits the permissible gross combination on train mass to 55,000 kg.

Our maximum single axle load of 8.2 tonnes is only a slightly higher than the 8.0 tonne [illegible] proposed for the Trans-East African Highway at the second meeting of the Cairo-Gaborone Highway Co-ordinating Committee (see section 25 E/CN.14/TRANS/159/Annex I). The proposed 10 tonne standardization proposal is therefore unacceptable, especially since the SADCC nations have already agreed to an 8.2 tonne limit.

(b) Maximum size

Dimension suggested on the Facilitation Check List are all less than those permitted under Zimbabwe's regulations. Since a reduction in any of the permissible dimensions for vehicles would place many existing vehicles outside the law, Zimbabwe is not prepared to accept the current proposals.

Again the standardization proposals appear to differ considerably from the maximum specifications which were adopted for the TEAH at the second meeting of the Co-ordinating Committee.

Abnormal vehicle and loads

Under certain circumstances, exemption from Zimbabwe's axle load and vehicle size limitations is authorized for specific loads and vehicles.

5. Rear signal lights

Zimbabwe's legislation requires only one tail lamp, except for abnormally wide vehicles. The TEAH proposals call for two tail lamps, which is in accord with the Article 32(2) of the 1968 United Nations Convention, and is acceptable to Zimbabwe, since most vehicles in the country are already fitted with two tail lamps.

6. Trailers

(a) Light trailers

The proposed TEAH proposal for light trailers fixes the net mass at 250 kg and the maximum GVM at 1,000 kg. Zimbabwe's law defines a light trailer as one with a load capacity of up to 550 kg irrespective of the net mass. The 1968 United Nations Convention recommended a maximum gross vehicle mass of 750 kg, which is much lower than the TEAH proposal. The TEAH proposal is therefore unacceptable.

(b) Brakes on heavy trailers

The TEAH proposal for brakes on at least half the number of wheels, is in accord with Zimbabwe's standard, except that the definition of a heavy trailer would have to be agreed on.

(c) Reflectorised 'T' and 'R' at the rear

Zimbabwe's legislation provides for a reflective red 'T' at the rear and a reflective white 'T' at the front, both on the off-side (extreme right) of the vehicle. There is a case for signs on both the right and left, especially for international traffic, since some countries have a "keep right" rule.

The purpose of the reflectorized 'R' is not clear.

(d) Safety chains

Zimbabwe agrees with the requirement for compulsory safety chains.

7. Road design standards

(a) Minimum speed

The minimum design speed in Zimbabwe is 60 km/h.

(b) Right of way

Road reservation widths for rural roads in Zimbabwe are:

(i) Dual carriageways - up to 75.0 m

(ii) All other roads - 31.5 m

In addition development is controlled for a distance of 200 m on either side of the road centre line.

(c) Location of road

Roads are usually positioned in the centre of the road reserve except where future expansion to a dual carriageway standard is planned.

(d) Shoulder width

The shoulder width on main roads in Zimbabwe is 1.5 m on either side of the road. Since frequent rest (lay-bys) and off-road vehicle stopping areas are provided on all main roads, an increase in shoulder width would appear to be unnecessary.

(e) Cross fall

Standard cross falls in Zimbabwe are:

(i) roads - 3 per cent

(ii) bridges - 2 per cent

(f) Bridge loading

Bridges in Zimbabwe are designed to BS 5400 HA loading and 45 units of HB loading.

8. Traffic signs

(a) Signs

Except for the "STOP" sign, Zimbabwe's traffic signs are based on those recommended by the 1968 United Nations Convention. The abbreviation TRO/SCECOM is not understood.

(b) Directional signs

All intersections on State roads are signposted; in addition advance direction signs are provided for all important intersections.

(c) Milestones

Kilometre peg markers are erected at 0.5 km intervals on all State roads. Main roads also have signs indicating the distance to important towns at 10 km intervals.

(d) Road marking

Road marking is done either departmentally or by special contract; it is not included as a clause in paving contracts. Road marking is a standard requirement on all paved roads.

11. Roadside development

(a) Rest houses

The Government of Zimbabwe does not provide public rest houses on any of its roads; however, the establishment of commercial facilities providing a service to the motoring public is permitted.

(b) Camp sites

As for (a).

(c) Trans-African road map

In Zimbabwe, road maps and travel guides are published by the Automobile Association and not by Government. This would appear to be a matter with which the international agencies of the Automobile Association in Africa should concern themselves.

(d) Night driving

There are no restrictions on night driving in Zimbabwe.

(e) Vehicle roadworthiness control

All public service vehicles require annual certificate of fitness inspections. Road patrols carry out further enforcement of the roadworthiness regulations on all traffic.

(f) Rain barriers on unpaved sections

Crash barriers are erected on all fills which are more than 7.5 m high or 320 m long. It is assumed that crash barriers and rain barriers are the same thing.

12. Agreement proposals

In Zimbabwe, vehicles, their construction and use, and the equipment required on them, are regulated through the "Roads and Road Traffic (Construction, Equipment and Use) Regulations, 1972". Attention is drawn to the following:

(a) Section 7 - Overhang of motor vehicle or trailer

(b) Sections 29 to 39 - Reflex reflectors for all types of vehicles

(c) Sections 66, 67 and 69 - Loading of vehicles

Since these regulations are aimed at the protection of other road users, some consideration should be given to standardization in the areas covered by them.

F. MALAWI

Summary

The Government of Malawi attaches great importance to this road, which when realized, could lead to immense contribution to the over-all development of this part of Africa. In recognition to this, the Government will ensure continuous representation to all major meetings of the Authority. It is hoped that the highway status will be revised and upgraded from time to time.

Malawi is a long and narrow land-locked country, a fact that calls for a national transport network system that does not only concentrate on the improvement of the north-south links, but also simultaneously the consideration of the east-west links.

For the export of agricultural goods and the importation of capital goods from the metropolitan countries, the country heavily depends on the Mozambique ports of Beira and Nacala. With the links to the Trans-East African Highway there will be more outlets for Malawi.

Current status

In its road development programme, Malawi embraces several links with the Trans-East African Highway; at present Malawi has the following projects:

1. The Karonga-Songwe-Kyela road

This road will form a vital international link with our neighbouring countries to the north and will also act as an arterial highway for the Trans-African Highway system which was established to facilitate the fluidity of people and goods among the various countries on the African continent. The road will provide Malawi which is land-locked country with another outlet to the sea through the port of Dar-es-Salaam in the United Republic of Tanzania thereby increasing the volume of export and import traffic from and into the country. This road is still in the planning stag .

2. Karonga-Chitipa-Nakonde-Mbola-Mpulungu road

Besides being a feeder route to the Trans-African Highway system this road provides a vital international link with Zambia, Zaire, Rwanda, Burundi and the United Republic of Tanzania. Once improved this road, which links the southern part of Lake Tanganyika and the northern part of Lake Malawi, would revitalize the flow of goods through these lakes and thereby generate a highly competitive integrated transport system that would increase regional and international trade. The existing road in the Karonga-Chitipa-Nakonde-Mbala-Mpulungu corridor is virtually impassable during the rainy season. The new project has been jointly submitted by Zambia and Malawi to EEC in Brussels.

3. Lilongwe-Mchinji-Chipata-Lusaka road

The remaining section of this vital link to the Trans-East African Highway was substantially completed at the end of 1979. With the new international airport

in Lilongwe this road will be quite significant in complementing other systems of transport. Besides, this road originates from five of the most productive districts in Malawi and as such creates an outlet for export commodities at reduced costs.

4. Blantyre-Mwanza-Mozambique border road

Besides linking Malawi to the Trans-East African Highway system in Zimbabwe and Zambia, this road in combination with an extension from Blantyre through Milange and Quiliman in Mozambique is a vital link to the Indian Ocean for countries west of Mozambique. It is now at design stage and will be funded by EEC.

G. SWAZILAND

Summary

Swaziland puts great importance to the Trans-East African Highway as it links the country to the Maputo port which is a major outlet for Swazi exports.

Within the context of the Southern African Development Co-ordination Conference this has been given high priority as it is the only way that dependency on the Republic of South Africa could be reduced.

Since Swaziland is a land-locked country surrounded by South Africa and Mozambique it solely depends on the ports in the neighbouring countries for survival.

The road under construction has experienced some difficulties due to what has been called its effect on the environment.

This opposition has hindered its implementation. Nevertheless, these have been overcome and an appraisal team from the African Development Bank and the Swedish International Development Agency has been recently in the country and negotiations on it were to resume in late November 1981.

As this is the only link with the rest of Africa, the Government has put great importance on it and hopes to implement it in 1982-1983.

H. UGANDA

Summary

The Uganda delegation pointed out the omission of the feeder road from Minude through Atiak-Gulu-Lira-Soroti-Mbale-Tororo up to Malaba joining the Trans-African Highway at Malaba its border town with Kenya.

The relevant studies to up-grade this road to class I bitumen road already exist.

Uganda feels that this road is not only a link to the Trans-African Highway but also serves as a link to the Khartoum-Kosti-Malakal-Minude-Gulu-Kampala road (a feeder road to the Trans-African Highway).

It was reported that the Uganda Government has agreed upon the improvement of the Kasese-Ntungamo road which links with Kigali in Rwanda. This will facilitate the linkage with Trans-African Highway at Kasese upwards and also with the Trans-East African Highway southwards at Kigali.

Regarding the progress on the feeder road from Kampala to Malaba at Uganda's border with Kenya, the main objective in the programme is to rehabilitate the Kampala-Malaba section. Uganda has so far interested the World Bank to finance the studies for the rehabilitation of the Kampala-Jinja and have also had discussions with the Federal Republic of Germany and have interested them in the financing of the rehabilitation of the Jinja-Malaba section. As for the Kampala-Masaka, the studies for the rehabilitation have been completed and the funds from EEC for rehabilitation will be forthcoming. The section from Masaka to Kyotera which is 60 km has already been paved to class I bitumen standard and the remaining 84 km i.e. from Kyotera to Mutukula, the border with the United Republic of Tanzania, the engineering studies were completed some time ago but it is now necessary to appraise these studies before bituminizing the road.

As for the Kasese-Ishaka-Ntungamo-Kagitumba-Kigali, it is intended to rehabilitate the existing class I bitumen road between Kasese and Ishaka, and to re-construct the existing class I gravel road between Ishaka-Ntungamo-Kagitumba to Class I bitumen standard.

Recently Uganda has jointly with Rwanda completed the construction of a 70-m long high-loading bridge at their common border at Kagitumba.

With regard to the harmonization of movement of international traffic and the elimination of existing barriers to such traffic, Uganda recently held a meeting in Mombasa, Kenya between Rwanda, Burundi, Kenya and Zaire where measures to be taken to remove these impediments were agreed upon.

I. BURUNDI

Summary

The representative of Burundi emphasized the vital importance for his country of the Trans-East African road project Cairo-Gaborone, as this project will allow to open up land-locked Burundi.

Burundi has two road openings northbound and eastbound.

The first road, going through Rwanda, allows Burundi to be linked both with the Kigali-Kampala-Nairobi highway and with the Trans-African Highway Lagos-Mombasa.

The Burundi section linking the country to this highway is completed and entirely bituminized from the capital city Bujumbura to the Akanyaru River on the Rwanda border.

As concerns the eastbound feeder road to the Trans-East African Highway, the Burundi government considers it as a highest priority. A first section of 32 kms. has been constructed and bituminized and the approximately 100 kms remaining section up to the Tanzanian border should be carried out to link up the other section in Rwanda, in the Rusumo district.

J. RWANDA

Summary

Rwanda is a land-locked country, very far from the sea. There are few but very long road links with maritime ports.

Only two roads can be used presently by Rwanda traffic. The Kigali-Mombasa and Kigali - Dar-es-Salaam Highways, 1700 kms and 1900 kms long respectively, are the only practicable roads

The Ports of Matadi and Lobito are no longer used by Rwanda, since 1960.

1. Kigali-Mombasa Highway

The Kigali- Mombasa road is approximately 1700 kms long, including 202 kms in Rwanda.

The section Kigali - Kagitumba (202 kms) is paved on 76 kms, from Kigali to Kayonza, and the remaining 126 kms, from Kayonza to Kagitumba are an all-weather earth-road regularly maintained. However, another link in Rwanda, allowing to reach the right road in Uganda, is possible and is shorter by 60 kms (Kigali - Gatuna). But this road is so sinuous and has such steep gradients that it can be used only by small vehicle and unloaded trucks, mainly container trucks going back to Nairobi.

The bitumen - surfacing project of the Kayonza - Kagitumba section started in August 1981 with the engineering studies which will last 18 months. If a financing is found, construction works could start in 1983 and last 3 years.

2. Kigali - Dar-es-Salaam Highway

This road is approximately 1800 kms long, of which 164 kms are in Rwanda. The Kigali-Rusumo road is entirely bituminized and has very good vertical and horizontal alignments; however, it would need an extension possible all year round beyond the Rwanda border, in Tanzania.

3. Feeder - roads to the Trans-East African Highway

The Kigali-Mombasa road meets the Trans-East African Highway in Nairobi and is already considered as a feeder link between Rwanda and the Trans-African Highway Lagos-Mombasa. In this framework, the paved section of the road represents 46.5% the earth road section 19% and the gravel or laterite section 34.5%; surfacing works are being carried out on 67 kms.

These figures have been calculated on the basis of a total length of 355 kms in Rwanda between the Burundi border and the Uganda border on the Alsanyaru-Kigali-Kagitumba route. The same figures apply in the framework of the Trans-East African Highway to be joined in Nairobi.

The Kigali - Dar-es-Salaam road meets the Trans-East African Highway in Dodoma via Isaka in Tanzania. The Rwanda section is entirely paved and its engineering characteristics are sufficiently good to allow an international traffic flow.

RWANDA Condition of road surface in kms

Sections	Bitumen	Gravel	Earth	Total	Remarks
Alsanyaru-Kigali	89	--	67	156	Under construction
Kigali-Nonombe	10	--	--	10	
Nonombe-Kayonga	66	--	--	66	
Kayonza-Kagitumba	--	123	--	123	Towards Uganda
Kayonza-Rusumo	88	--	--	88	Towards U.R. of Tanzania
TOTAL	253	123	67	443	
Construction rate	57.3%	27.7%	15%		

K. DJIBOUTI

Summary

As soon as independence was proclaimed, in June 1977, Djibouti authorities decided to have international objectives for their road infrastructure.

These international projects include, as concerns the Trans-East African Highway, the strengthening of the present Djibouti - Dilshil-Ethiopia road, for heavy-axle traffic in the eventuality of an accelerated development of Ethiopia. This project depends on the exploitation of the very important potentialities of Ethiopia. It depends also on the port of Djibouti which is a transshipment port for the region. Moreover, the port of Djibouti is developing with the construction of a container terminal. The Djibouti - Galafi road (Ethiopian border) 217 kms long, has been constructed within the last 30 years i.e.

- Djibouti - Arta road (PK0 PK30)
  Construction started in 1953

- Arta road - entrance of the grand Bara
  (PK 30 PK97) started in 1971 and achieved in 1981

- Exit of the grand Bara - Dilshil (PK97 - PK 116)
  Achieved in 1973

- Dilshil - Galafi (Ethiopian border) PK 116-PK217)
  Construction between 1975 and 1977.

The current condition of the road surface, usually fair as concerns the pavement, is marked however, by a generalized wear and tear showing deformations in places on the oldest sections.

The characteristics of the usual damages encountered are scabbing, cracking, wear and tear of the pavement edges and pot holes.

In the framework of the Trans-East African Highway, the first priority is to enlarge and to restore completely the Djibouti - Arta section, which is 28 years old. For the remaining section, from Arta road to Galafi, it has to be realigned, for the vertical alignment, and the pavement needs to be reinforced.

This feeder road will also serve the East Africa - West Africa road link. The Djibouti delegation has expressed the wish that ECA would adopt the Djibouti - Dakar route to link East Africa to West Africa.

Besides, the Djibouti delegation has asked that the future Trans-East African Highway Authority would standardize the technical characteristics in the various member countries and associate members.